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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. 2 No. 3 March 20, 1959

Publication date for this issue was delayed in order that we might be able to advise you of legislation that might affect the highway department for the next two years. We received no additional financing, so two years hence, if any attempt is made to catch up with the highway program, it will probably take $4\frac{1}{2}$ million a year instead of the $3\frac{1}{2}$ million that is needed now. We do not wish to enter into any controversies, but we do, as part of our duties to keep the public informed as to the status of our financing and the need for new roads. We need both.

In the next issue of this publication, we shall answer the criticisms of the investigating committee, as we feel that they should have allowed the highway department to refute some of the testimony given by some of the witnesses, and we feel that we can adequately answer, point by point, the major criticisms of our department.

After all, such a rapidly expanding program as we have had in the last year is bound to have some rough spots in it, and we can honestly say that we have endeavored to do the very best we know how with the tools and funds and personnel we have available.

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County Commissioner Conferences

A series of meetings with county commissioners, road supervisors and legislators is being scheduled for each of our eleven construction districts. Three such meetings have already been held in Glendive, Miles City and Billings. They have dealt mostly with secondary roads and our Secondary Roads Engineer, L. Walker Brown, has discussed finances, standards and other matters pertaining to his department. Soil stabilization with salt, lime and concrete was also discussed, and the services of our lab have been offered in helping counties work out a more permanent method of stabilizing county roads. Meetings in the other eight divisions will be scheduled soon.

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It begins to look as if the long winter is finally over. This will no doubt prove to be one of the costliest in recent times as far as sanding and snow removal is concerned. We can't help but feel very proud of our Maintenance Department. When we hear and read about the thousands of travelers who became snowbound in the midwest, we can feel very thankful that our department is geared to handle such storms.

We are attaching the month-by-month 'box score' of the Commission for 1958. It is self-explanatory except that another $1 million should be added to the total, as there was that amount in additional work authorized in supplemental contracts and orders.

MONTANA HIGHWAY COMMISSION
RECORD OF AWARDS 1958

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	
		12.861	4.274	6.752	11.594	14.729	0	5.892	0	.0		MILES OF INTERSTATE
		9.030	16.159	19.186	59.399	52.302	20.149	30.091	0	15.281		MILES OF PRIMARY
		33.030	10.136	36.918	26.898	69.062	28.875	53.208	35.844	14.780		MILES OF SECONDARY
		0	0	0	0	0.832	0	0.223	0	.0		MILES OF URBAN
		1,101	1,773.5	1,029	687.5	709.75	0	3,248.84	617.5	1260.75		FEET OF STRUCTURES
		1,936,607.83	1,979,433.31	504,761.19	1,685,369.32	3,926,663.39	68,818.56	2,639,911.52	0	.0		$ INTERSTATE
		532,162.12	1,722,914.14	1,333,550.99	1,866,280.79	2,159,381.47	645,807.00	3,320,321.50	18,624.77	1,114,976.00		$ PRIMARY
		1,579,361.99	146,290.46	645,165.39	673,045.07	1,740,158.37	1,075,495.16	2,033,487.84	820,021.54	734,010.76		$ SECONDARY
		0	0	0	0	308,907.18	0	45,030.62	0	.0		$ URBAN
		0	0	627,535.64	1,833,661.65	2,573,535.78	357,706.49		0	447,646.42		$ EMERGENCY
		12.861	17.135	23.887	35.481	50.210	50.210	56.102	56.102	56.102		TOTAL MILES INTERSTATE
		9.030	25.189	44.375	103.774	156.076	176.225	206.316	206.316	221.096		TOTAL MILES PRIMARY
		33.030	43.166	80.084	106.982	176.044	204.919	258.127	293.971	308.751		TOTAL MILES SECONDARY
		0	0	0	0	0.832	0.832	1.055	1.055	1.055		TOTAL MILES URBAN
		1,101	2,874.5	3,903.5	4,591.0	5,300.75	5,300.75	8,549.59	9,167.09	10,427.84		TOTAL STRUCTURES
		4,048,131.94	7,896,769.85	10,380,247.42	14,604,942.58	22,740,052.99	24,530,173.71	32,568,925.19	33,407,571.50	36,020,388.68		TOTAL DOLLARS